Panel Discussion – Sustainability Challenges

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ISCC – Who we are

- ISCC is a **globally leading certification scheme** for sustainability and GHG emissions
- More than **19,000 certificates** issued since 2010 with **3,300 companies** as system users in over 100 countries
- **68 mio t** of ISCC certified feedstock in 2017 available with **18.5 mio t** of final biofuels
- Key market is renewable energy, in particular **low carbon fuels** from biological and non-biological origin
- Recognized by **EU, Japan, and Australia** (Queensland)
- **Major fuel producers** members of ISCC and active users of the system
- **ISCC certified HEFA** had been used by Lufthansa
- ISCC is active in the development of Carbon Offsetting and Reduction Scheme for International Aviation – **CORSIA**
The Paris Agreement together with the analyses by IPCC, the IEA, and oil majors provide the background and targets for the transport sector:

Controlling GHG emissions needs to start the sooner the better

Many SAF are in the process of being developed

Currently, bio-based SAF can quickly be put into practice

In the long-term they provide the opportunity for providing the necessary net-negative emissions in the second half of the century.

The 2030 Agenda for Sustainable Development sets the rules against which the sustainability of alternative aviation fuels should be judged:

- **Ecologic**: High GHG savings overall (including negative side effects)
  - Protect eco-system services globally
- **Social**: Comply with human, labor, and land rights
  - Avoid challenges to food security
- **Economic**: Provide adequate income for all actors in the supply chain

**Short and long-term opportunities and needs for SAF**

**Guiding principles for Sustainable Aviation Fuels**
Strategic Considerations for Sustainable Aviation Fuels (II)

Putting sustainability into practice requires:

**Controlling GHG emissions** along the whole supply chain, i.e. process emissions, emissions from direct and indirect land use change

**Risk assessment of the ecologic sensitivity** of feedstock production

**Control of social conditions**

Standards and procedures for **sustainability certification** have been developed by the EC, but also within other national schemes

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**Monitoring, reporting and verifying SAF**

Sustainable feedstocks for SAF should be low-risk, ecologically and socially:

Three sources for low-sustainability-risk feedstocks/fuels:

- Waste and residues, unused land, and productivity enhancements

ISCC already certifies low-risk biofuels and conducts pilot projects to develop guidance for additional feedstock options

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**Low-risk biofuels offer readily available SAF**
Facilitate the deployment of alternative fuels for aviation

- Already numerous feedstock supplies for SAF available
- Using existing certification schemes helps to make commercial volumes available.
- Monitoring, Reporting, and Verification (MRV) for low-risk SAF will increase public acceptance
- The use of low-risk SAF needs to be incentivized